

## FEATURE 116

### FREIGHT NETWORK

#### NHFN | NATIONAL HIGHWAY FREIGHT NETWORK

Roadway Side	HPMS	Feature Type	Interlocking
C	4	Length	Yes

**Definition/Background:** The National Highway Freight Network (NHFN), established by Federal Highway Administration (FHWA), designates portions of the National Highway System (NHS) and State Highway System (SHS) in Florida eligible for federal funding under the National Highway Freight Program (NHFP) in accordance with **49 U.S.C. 70203**.

The NHFN includes the following subsystems of roadways:

**Primary Highway Freight System (PHFS):** This is a network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable and objective national data.

Includes both Primary Highway Freight System (PHFS) and PHFS Intermodal Connectors.



Other interstate portions not on the PHFS: These highways consist of the remaining portion of interstate roads not included in the PHFS. These routes provide important continuity and access to freight transportation facilities.

**Critical Rural Freight Corridors (CRFCs):** These are public roads not in an urbanized area which provide access and connection to the PHFS and the interstate with other important ports, public transportation facilities, or other intermodal freight facilities.

**Critical Urban Freight Corridors (CUFCs):** These are public roads in urbanized areas which provide access and connection to the PHFS and the interstate with other ports, public transportation facilities, or other intermodal transportation facilities.

**Responsible Party for Data Collection:** For PHFS—FHWA. For CUFCs and CRFCs—FMO and MPOs.

For further assistance, please contact the FMO office at (850) 414-2602.

**Required For:** Prioritizing projects for NHFP funding.

**Who/What uses this Information:** FMO, FHWA, Freight Logistics and Passengers Operations (FLP), Work Program, SIS, HPMS.

**Important When Gathering:** No additions, deletions, nor changes can take place without FHWA's approval.

**Quality Check: Cross Reference/Tolerance:** The network assignments should be crosschecked with the NHFN network provided by FHWA.

**How to Gather this Data:** The data is gathered by FMO. The PHFS and non-CRFC and CUFC networks are designated and approved by FHWA. The CUFCs and CRFCs are designated by FMO and MPOs and submitted by FDOT FMO Office for designation approval by FHWA.

**Special Situations:** CRFC and CUFC can be changed, deleted or added yearly by FMO Office.

Codes	Descriptions
1	PHFS (Primary Highway Freight System) Routes
2	Interstate not on the PHFS
3	CRFC (Critical Rural Freight Corridor)
4	CUFC (Critical Urban Freight Corridor)

**NOTE:** Designation criteria for CRFC and CUFC, as per Fixing America's Surface Transportation Act (FAST) act regulations, the following criteria should be met.

**For CRFCs:** 23 U.S.C. 167(e) identifies the requirements for designating CRFCs

Critical rural freight corridors should be:

- Public roads not in an urbanized area.
- Require identification by the State's responsibility.
- Provides access and connection to the PHFS and the interstate.
- May include other important ports, public transportation facilities, or other intermodal freight facilities.
- Maximum limit of CRFC mileage is 320.14 centerline miles.

Critical rural freight corridors may satisfy one or more of the following criteria:

1. Is a rural principal arterial that has a minimum of 25 percent of AADT of the road measured in passenger vehicle equivalents from trucks (FHWA vehicle classes 8-13)?
2. Provides access to energy, exploration, development, installation or production areas.
3. Connects the PHFS or the interstate system to facilities that handle more than 50,000 20-foot equivalent units (TEUs) per year or/and 500,000 tons per year of bulk commodities.
4. Provides access to grain elevators, agricultural facilities, mining facilities, forestry facilities, intermodal facility international port of entry, significant air, rail, water, or other freight facilities in the state.
5. Connects to an international port of entry.
6. Provides access to significant air, rail, water, or other freight facilities in the state.
7. Is determined by the State to be vital to improving the efficient movement of freight importance to the economy of the state.

**For CUFCs:** 23 U.S.C. 167(f) identifies the requirements for designating CUFCs

It is important to note that if public roads are in an urbanized area (population of 500,000 or greater) then the designation should be done by the MPO with consultation by the State. On the other hand, if public roads are in an urbanized area (population less and 500,000), then designation should be done by the State with consultation of the MPO. Maximum limit of CUFC mileage is 160.07 centerline miles.

Critical urban freight corridors may satisfy one of the following criteria:

1. Connects an intermodal facility to the PHFS, the interstate system, or an intermodal freight facility.
2. Is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement.
3. Serves a major freight generator, logistic center, or manufacturing and warehouse industrial land.

Is important to the movement of freight within the region, as determined by the MPO or the State.

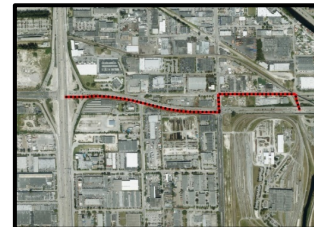
## NHFNCON | NATIONAL HIGHWAY FREIGHT NETWORK CONNECTOR

Roadway Side	HPMS	Feature Type	Interlocking
C	4	Length	Yes

**Definition/Background:** The National Highway Freight Network (NHFN) Connector, established by Federal Highway Administration (FHWA).

**Responsible Party for Data Collection:** For PHFS Connector—FHWA—FMO and MPOs.

For further assistance, please contact Central FMO office at (850) 414-2602.



**Required For:** Prioritizing projects for NHFP funding.

**Who/What uses this Information:** FMO, FHWA, Freight Logistics and Passengers Operations (FLP), Work Program, SIS, HPMS.

**Important When Gathering:** No additions, deletions, nor changes can take place without FHWA's approval.

**Quality Check: Cross Reference/Tolerance:** The network assignments should be crosschecked with the NHFN Connector provided by FHWA.

**How to Gather this Data:** The data is gathered by FMO. The PHFS Connectors are designated and approved by FHWA.

Codes	Descriptions
8	PHFS Intermodal Connectors